

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

Property Name: NAS Flight Test/Tactical Test/NAS Operations Historic District
NAS Operations District, NAS Patuxent Inventory Number: SM-899

Address: Naval Air Station Patuxent River Historic district: X yes no

City: Patuxent River Zip Code: 20670 County: Saint Marys

USGS Quadrangle(s): Solomons Island

Property Owner: US Navy \ Naval Air Station Patuxent River Tax Account ID Number: _____

Tax Map Parcel Number(s): _____ Tax Map Number: _____

Project: _____ Agency: NAVY

Agency Prepared By: The Louis Berger Group, Inc.

Preparer's Name: M. H. Bowers Date Prepared: 4/1/2000

Documentation is presented in: _____

Preparer's Eligibility Recommendation: X Eligibility recommended _____ Eligibility not recommended

Criteria: X A B X C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: _____ yes _____ Listed: _____ yes

Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The Flight Test/Tactical Test/NAS Operations Historic District is a discontinuous assemblage of resources that have in common their direct historical association with key aspects of the mission of NAS Patuxent River as a center for testing and evaluation of Naval aircraft and associated systems during World War II and the early years of the Cold War period.

The historic district meets Criterion A for its association with the primary mission of NAS Patuxent River during World War II and the early Cold War period. It also meets Criterion C as it contains resources, such as catapult and arresting gear facilities, that exemplify the kinds of specialized facilities employed by the Navy in its aircraft testing programs during and since World War II. The district possesses integrity of location, design, and association.

See MIHP record for more information.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X Eligibility not recommended _____

Criteria: X A B X C D Considerations: A B C D E F G

MHT Comments:

Andrew Lewis
Reviewer, Office of Preservation Services

B. B. B.
Reviewer, National Register Program

6/27/05
Date

6/21/05
Date

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Flight Test/Tactical Test/NAS Operations Historic District SM-899

other names/site number _____

2. Location

street & number _____ not for publication _____

city or town Naval Air Station Patuxent River vicinity _____

state Maryland code MD county St. Mary's code 037 zip code 20670

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this _____ nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _____ meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide _____ locally.

(_____ See continuation sheet for additional comments.)

Signature of certifying official _____

Date _____

State or Federal agency and bureau _____

In my opinion, the property _____ meets _____ does not meet the National Register criteria.

(_____ See continuation sheet for additional comments.)

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Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ See continuation sheet.

___ determined eligible for the
National Register

___ See continuation sheet.

___ determined not eligible for the
National Register

___ removed from the National Register

___ other (explain): _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ___ private
___ public-local
___ public-State
X public-Federal

Category of Property

(Check only one box)

- ___ building(s)
X district
___ site
___ structure
___ object

Number of Resources within Property

Contributing

Noncontributing

7

20

buildings

8

sites

15

20

structures

objects

Total

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USDI/NPS NRHP Registration Form

Flight Test/Tactical Test/NAS Ops Historic District, NAS Patuxent River

St. Mary's County, Maryland

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing):

Naval Air Station Patuxent River, Maryland, Historical and Architectural Resources

6. Function or Use

Historic Functions (enter categories from instructions)

Cat: <u>Government</u>	Sub: <u>Naval Facility</u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>

Current Functions (enter categories from instructions)

Cat: <u>Government</u>	Sub: <u>Naval Facility</u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>

7. Description

Architectural Classification (Enter categories from instructions):

Other: 20th Century Military
20th Century Industrial

Materials (Enter categories from instructions)

foundation	<u>Concrete</u>
roof	<u>Steel, concrete, asphalt</u>
walls	<u>Steel, masonry, wood, asbestos</u>
other	<u></u>
	<u></u>

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

USDI/NPS NRHP Registration Form

*Flight Test/Tactical Test/NAS Ops Historic District, NAS Patuxent River**St. Mary's County, Maryland*

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☒ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (enter categories from instructions):MilitaryArchitectureEngineering

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Flight Test/Tactical Test/NAS Ops Historic District, NAS Patuxent River

St. Mary's County, Maryland

Period of Significance

1943-45

1945-65

Significant Dates

1943-45

1945-65

Significant Person (complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

U.S. Navy, Bureau of Yards and Docks; Various

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☒ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository

NAS Patuxent River, Maryland

USDI/NPS NRHP Registration Form
Flight Test/Tactical Test/NAS Ops Historic District, NAS Patuxent River
St. Mary's County, Maryland

10. Geographical Data

Acreage of Property: Approx. 117 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	<u> </u>	<u> </u>	<u> </u>	3	<u> </u>	<u> </u>	<u> </u>
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>

☒ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

See Continuation Sheet

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

See Continuation Sheet

11. Form Prepared By

name/title M.H. Bowers, Architectural Historian

organization The Louis Berger Group, Inc. date April 2000

street & number 100 Halsted St. telephone 973-678-1960

city or town East Orange state NJ zip code 07019

Additional Documentation

(Submit the following items with the completed form.)

Continuation Sheets

Maps: A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs: Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

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USDI/NPS NRHP Registration Form

Flight Test/Tactical Test/NAS Ops Historic District, NAS Patuxent River
St. Mary's County, Maryland

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Naval Air Station Patuxent River

street & number _____ telephone _____

city or town Patuxent River state MD zip code 20670

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1

Flight Test/Tactical Test/NAS Ops Historic District
St. Mary's County, Maryland

DESCRIPTION SUMMARY

The Flight Test/Tactical Test/NAS Operations Historic District is a discontinuous assemblage of resources that have in common their direct historical association with key aspects of the mission of NAS Patuxent River as a center for testing and evaluation of Naval aircraft and associated systems during World War II and the early years of the Cold War period. One group of resources is organized around the station's East Patuxent Seaplane Basin, and includes the Basin itself, Hangars 110 and 111, and Heating Plants 110A and 111A. A second group of resources within this district, situated along the west side of the station's airfield, includes Control Tower 103 and Hangars 101 and 109. Other resources are situated at various locations around the airfield, including Landplane H4B Catapult (108), Catapult XE 2 (119), TC7 Steam Catapult (162), MK-7 Arresting Gear (160), and Arresting Gear Test Facility (195).

GENERAL DESCRIPTION

The **East Patuxent Seaplane Basin**, the first area in the district, is a protected body of water of rectangular plan edged with reinforced concrete bulkheads, opening onto the Patuxent River. A quay 350' long extending approximately halfway across the lower end of the basin provides space for mooring of barges. A broad concrete apron extends along the shoreside of the basin; a centrally located concrete seaplane ramp extends into the water from the edge of the apron.

Hangars 110 and 111 are situated further back on the basin apron, at points about equidistant from the ramp. These essentially identical double-bay hangars feature thin concrete shells supported on reinforced concrete arches, which are in turn carried on two-story reinforced concrete bents. The latter also form the major structural elements of the lean-tos flanking each pair of hangar bays. Within these concrete frames, the exterior walls of the lean-tos are made of brick that form continuous horizontal bands pierced with windows also grouped in bands. The windows in Hangar 110 are modern 1/1 sash; those in Hangar 111 are the once ubiquitous World War II-era 2/2 sash with horizontal lights. Each hangar bay features a pair of five-leaf paneled steel-clad sliding doors, which when closed display a nearly continuous band of multilight steel windows at head height. The bay interiors rise nearly 65', and are about 165' wide and about 250' long. The bays feature arched ceilings covered with large concrete panels, from which are suspended piping and valves of sprinkler systems. In the lean-tos are two floors of offices and shops, generally organized in each lean-to along the outside wall, with a full-length corridor along the inner wall. Between each pair of bays are ground-level workshops and storage areas tucked into the spaces formed by the bents supporting the inner ends of the hangar arches. Hangars 110 and 111 are two of a total of six buildings of this design erected at NAS Patuxent River during World War II.

The landside area around Hangars 110 and 111 is cluttered with an assortment of mid- to late twentieth-century utility buildings and trailers pressed into service as shops and offices, and also with government and personal vehicles parked in any otherwise unoccupied level spaces. Here are located **Heating Plants 110A and 111A**, which, as their numerical designation suggests, were constructed in association with their respective hangars. (Identical plants were also built in association with Hangars 109 and 115). Each of these originally identical reinforced concrete, flat-roofed buildings rises the equivalent of about 1½ stories and has a tall, relatively narrow service entry, secured by a steel roll door, on the south elevation. Plant 110A retains original multilight steel window units. Plant 111A, however, has been clad with wide corrugated, seamed metal siding, and fitted with late twentieth-century 1/1 sash windows.

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The next three resources in the district are situated on a broad concrete apron debouching onto Taxiway B at the west end of the airfield. Northernmost of the three is the air station's **Control Tower and Operations Administration Building (103)**, consisting of a five-level reinforced concrete tower topped with a glass operations booth, to which is attached a two-story, flat-roofed wood frame building, containing both administrative offices and a crash bay (facility for firefighting equipment), that is oriented parallel to the apron and taxiway to the east. The west elevation of the building features long bands of double-hung sash windows at both stories (although partially obscured at first-story level by a concrete block addition). Original Transite exterior panels remain on the north end of this elevation, although covered with a pebble-dash stucco-like coating. The east elevation, facing the airfield, also features a long band of double-hung sash at second story level; large plate-glass windows on the first floor provide views from a lounge area onto the airfield. The south end, where the crash bay is located, has been remodeled and expanded at least four times, with a fifth renovation nearing completion. The interior of the administration section has also been repeatedly remodeled and no longer displays any original finishes; however, the overall massing, function, and strongly horizontal lines of the building have remained largely intact.

Hangar 101, the second resource in this group, situated about 1,000' south of the control tower, is one of two double-bay steel-framed landplane hangars built at NAS Patuxent River during World War II. The hangar's flat roof is carried on steel subdivided Pratt trusses that provide each bay with a clear interior span about 160' wide and 32.5' high. Two sawtooth roof monitors provide natural light to the bay interiors. Two-story, steel-framed lean-to structures about 32' deep flank the hangar bays. They contain offices and shops and also serve to resist lateral wind loads on the hangar. Each of the straight-sliding hangar bay doors at each end of the hangar has five leaves that retract fully into pockets in the front faces of the lean-tos. Plywood panels cover the lower third of each leaf, and the upper portion forms a steel and glass window wall in which broken lights have been replaced by fiberglass. Ribbed sheet metal covers the wall areas above the lean-tos, and also forms a "frieze" along the upper portions of the lean-to walls. Horizontal bands in these walls that were originally continuous bands of glazing are now secured by plywood or T-111 siding, with small metal 1/1 windows inserted at irregular (presumably functional) intervals.

Hangar 109 is located about 1,300' south of Hangar 101, separated from the latter by a broad concrete apron. Hangar 109 is a double-bay, arch-roof, concrete hangar measuring 413x250' overall. Each elliptical arched roof rises 55' above the hangar floor and consists of a thin-shell arch slab supported by exterior arch-ribs spaced 35'-6" on centers. The ends of each arch-rib are tied together with two galvanized wire cables that run through the floor slab. The two hangar bays each have a clear span of 160', and are separated and flanked by two-story concrete lean-tos 31' wide. The concrete frame lean-tos have inset brick wall panels, which carry the window openings. The window openings originally formed a continuous band of multipane windows but have been filled in with brick to form fewer and smaller openings with 1/1 insulated-glass replacement windows. At each end of the hangar are large multileaf sliding doors faced with sheet metal panels, which can be drawn open to a position in front of the lean-tos. Continuous bands of multilight steel window sash at eye level provide views into and out of the hangar bays when the bay doors are drawn closed.

The remaining elements in the historic district consist of three aircraft catapult facilities (only one of which is in use) and the station's MK-7 arresting gear test facility. The **Landplane H4B Catapult (108)** and associated **Control Pit**

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Flight Test/Tactical Test/NAS Ops Historic District
St. Mary's County, Maryland

(108A) were installed in 1944-45 on that portion of Taxiway F between Runways 2/20 and 14/32 near the center of the airfield. **Catapult XE2 (119)** was installed in 1945 on a concrete strip built parallel to the abovementioned portion of Taxiway F, so that the two facilities were about 1,000' apart. In 1952 the H4B Catapult was functionally supplanted by a new hydraulic H8 catapult sited at the extreme west end of Runway 13/31 (Facility #159, no longer extant). Both the XE2 and the H8 became obsolete with completion of the **TC-7 Steam Catapult** (see below) and associated **MK-7 Arresting Gear** (see below) in 1954. Unused for nearly 50 years, the H4B and XE2 retain no material aboveground remains. They now consist of partially flooded subterranean concrete compartments filled with corroding machinery and equipment.

The **TC-7 Steam Catapult (162)** is located on a concrete catapult strip constructed for the purpose on the south side of the east end of Runway 13/31. It is a linear piston-type steam engine capable of launching airplanes of up to 85,000 pounds gross weight. The facility consists of two piston-and-cylinder units set parallel to one another, connected to a common shuttle by keyed joints. The shuttle carries a towing block that protrudes through a self-sealing slot in the deck. A launch bar on the aircraft connects it to the towing block. Steam pressure applied to the pistons forces them along their cylinders with acceleration sufficient to launch the aircraft. Water brakes (two fixed water-filled cylinders) stop the piston assembly at the end of the power stroke, and the pistons are then retracted hydraulically. A multilevel reinforced concrete subterranean chamber beside and beneath the piston assembly contains the boilers, steam bottles, retraction engine, and other operating systems, plus control panels manned by the facility's operators. Because the entire facility is set up to replicate, physically and operationally, catapult systems on the Navy's aircraft carriers, it has been modernized repeatedly, most recently in 1993, to keep it up to date with the catapults in service in the Fleet. Its present configuration is called Mod 13.

The **MK-7 Arresting Gear (160)** facility consists of the abandoned-in-place subterranean remnants of a MK-7 arresting gear system installed in 1954 on Runway 13/31 a short distance southeast of Runway 6/24. Its active counterpart, the **Arresting Gear Test Facility (195)**, is located about 2,200' further east on Runway 13/31, its subterranean operations and laboratory facilities accessed from the north side of the runway. One or more cables, called deck pendants, are set crosswise to the deck and attached at each end to purchase cables that are connected to the below-deck arresting engine, which uses hydraulic pressure to absorb the kinetic energy of the landing aircraft. The Arresting Gear Test Facility has seen continuous refinements since its installation in 1961, to ensure compatibility with the arresting gear used on aircraft carriers in the Fleet. Its present configuration is designated Mod 3.

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CONTRIBUTING RESOURCES

NONCONTRIBUTING RESOURCES

East Patuxent Basin (1176)
and Seaplane Ramp (1170)

129

101

165

103

225

108

2113

108A

1584

109

517

110

219

110A

1357

111

1580

111A

885

119

1807

160

157

162

1355

195

1416

1591

3152

1483

1484

1964

2161

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Flight Test/Tactical Test/NAS Ops Historic District
St. Mary's County, Maryland

SIGNIFICANCE SUMMARY

Evaluation of the Flight Test/Tactical Test/NAS Operations Historic District is based upon criteria outlined in the National Register of Historic Places Multiple Property Documentation Form (MPDF), *Naval Air Station Patuxent River, Maryland: Historic and Architectural Resources*, under the property types "testing facilities" and "mission support facilities." The district is significant under the two historic contexts that have been defined in the MPDF, "Naval Air Station Patuxent River and Webster Field during World War II, 1941-1945," and "Naval Air Station Patuxent River and Webster Field during the Early Cold War Period, 1945-1965." The resources of this discontinuous district are linked historically and functionally by the activities of the Flight Test and Tactical Test divisions and the NAS Operations Department of the air station organization, and were constructed for highly specialized testing programs focusing on aircraft performance. The historic district meets Criterion A for its association with the primary mission of NAS Patuxent River during World War II and the early Cold War period. It also meets Criterion C as it contains resources, such as catapult and arresting gear facilities, that exemplify the kinds of specialized facilities employed by the Navy in its aircraft testing programs during and since World War II. The district possesses integrity of location, design, and association; integrity of setting has been diminished by construction of new buildings adjacent to and between district elements (particularly in the East Patuxent River area); and integrity of materials and workmanship remain to varying degrees, as nearly all the components of the district have experienced alterations to the present day. Although the enumeration of noncontributing elements in Section 7 (above) is rather long, the majority of these elements are small-scale buildings and structures of varying function and degrees of permanence, erected over the past two or three decades, that cluster around the hangars but do not diminish the hangars' physical or functional stature within the air station.

The property type "testing facilities" encompasses buildings, structures, and objects designed and built in order to carry out specific programs of testing trials for aircraft and their equipment. Testing facilities were, to the greatest extent practicable, concentrated in discrete architectural complexes according to division. Flight Test and Tactical Test were two of four test divisions installed at NAS Patuxent River during World War II as essential components of the Naval Air Test Center.

The property type "mission support facility" consists of buildings, structures, and objects designed and built to support the operation of NAS Patuxent River as a Naval Air Station, and to facilitate the main missions assigned to this station — aircraft testing and, originally, air transport. NAS Patuxent River's Operations Department was responsible for most of the infrastructure associated with the operation of aircraft and with operation of the station's airfield, including the airfield control tower.

RESOURCE HISTORY AND HISTORIC CONTEXT

The Flight Test Division, established at Anacostia Naval Air Station in 1927, relocated to NAS Patuxent River in June and July 1943. Flight Test's mission was to appraise aircraft for flight qualities and performance characteristics, testing new models and prototypes still under development as well as models that had been serving the Navy for years. An airplane could be subjected to the same tests repeatedly with different pilots. Planes were flown empty, loaded, and at various weights in between. They were tested for stability under varying conditions, critical altitude, performance in

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stalls, climbs and takeoffs, and performance with reduced engine power. In carrier suitability trials, catapults and arresting gear simulated aircraft carrier conditions to test aircraft performance in takeoff and landing. Flight Test's first accommodations at NAS Patuxent River were in Hangar 101; its seaplane testing operations were installed in Hangar 111 following the structure's completion in October 1943. In 1949 the division established a Rotary Wing branch in response to expanded deployment of helicopters throughout the Navy. Rotary Wing operations were installed in Hangar 111, where they continue today.

The Tactical Test Division originated in the Fleet Air Tactical Unit established in 1939 at NAS Anacostia. In 1942 it was designated Aircraft Experimental and Development Squadron, and in that guise was relocated to NAS Patuxent River in August 1943. In March 1944 the squadron was decommissioned, and its personnel, equipment, and other assets conveyed to the Naval Air Station (then supervising the testing program), which reformed the unit as Tactical Test. In all its incarnations, the unit's mission was to evaluate aircraft and their equipment using scientific methods to determine how they might be employed most effectively in combat. Typical projects included radar evaluation, rocket firing, radar-directed bombing, use of airborne cannon, dive bombing techniques, and fighter tactics. The division's staff paid particular attention to modifications made to models of aircraft or equipment already deployed, since even minor changes could sometimes substantially alter the combat performance of a given aircraft or item of equipment. Operations of this division were centered in Hangar 110. In 1953 most of the functions of Tactical Test were brought into the Service Test Division, which had occupied Hangar 109 since 1944.

The overall mission of NAS Patuxent River during World War II and the early Cold War period was to support and facilitate the testing programs for which the station was designed and built, and therefore one of its major responsibilities was the provision and maintenance of "airside" facilities and the operation of the airfield. As part of this responsibility the NAS Operations Department had cognizance over the airfield control tower (also headquarters for Ops), Hangar 109 (until 1944), and the installation and maintenance of the various catapults and arresting facilities installed about the airfield beginning in late 1944. The catapults and arresters were utilized by various test divisions, particularly Flight Test and Service Test, to perform structural tests and compatibility studies for all models of carrier aircraft in the Navy. The earliest catapults, such as the station's H4B and XE2, were operated by means of hydro-pneumatic units, with the acceleration force of the compressed-air-powered piston being transmitted to the aircraft by a system of cables passed around pulleys. After World War II, however, carrier aircraft gradually became larger and heavier, requiring more speed and greater angle of launch than was possible in a carrier-installed hydraulic catapult system. The steam-powered catapult, initially developed by the British Royal Navy and installed in that service in 1953, was adopted by the U.S. Navy soon thereafter. Accordingly, NAS Patuxent River initiated planning for the TC7 in 1952, and completed the new launch facility in 1954. NAS Patuxent River's TC7 and associated MK-7 arresting gear facility are, along with similar facilities at NAS Lakehurst, New Jersey (where the components of the facilities themselves are tested), the only shore-based facilities of their kind in the continental United States.

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Flight Test/Tactical Test/NAS Ops Historic District
St. Mary's County, Maryland

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Western Shore

Chronological/Developmental Period(s): Modern Period

Prehistoric/Historic Period Theme(s): Military

Resource Type:

Category: District

Historic Environment: Suburban

Historic Function(s) and Use(s): Military Facility

Known Design Source: U.S. Navy, Bureau of Yards and Docks

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MAJOR BIBLIOGRAPHICAL REFERENCES

Louis Berger & Associates, Inc.

1999 *Naval Air Station, Patuxent River, Maryland: Historical and Architectural Resources.* Multiple Property Documentation Form for Naval Air Station Patuxent River. Submitted to Naval Air Station Patuxent River by Louis Berger & Associates, Inc., East Orange, New Jersey.

NAS Patuxent River Public Works Department

various *Map of Naval Air Station, Patuxent River, Md., Showing Conditions on . . .* [various dates 1941-present]. Plans on file, Public Works Department, NAS Patuxent River, Maryland.

Naval Historical Center

1945 *Naval Air Station Patuxent River, Command History, 1942-45.* Prepared October 1945. On file, Office of Naval Aviation History, Naval Historical Center, Washington Navy Yard, Washington, D.C.

1952 *Naval Air Station Patuxent River, Command Histories, 1945-52.* On file, Office of Naval Aviation History, Naval Historical Center, Washington Navy Yard, Washington, D.C.

Naval Air Warfare Center Aircraft Division

n.d. *TC-7 Steam Catapult and MK-7 Arresting Gear.* Undated pamphlet [post-1993]. Issued by Visual and Technical Information Branch, Naval Air Warfare Center Aircraft Division, Patuxent River, Maryland.

U.S. Geological Survey

1987 *Solomons Island, MD. 7.5-Minute Series (Topographic) Quadrangle.* U.S. Geological Survey, Reston, Virginia.

SM-899

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 9

Flight Test/Tactical Test/NAS Ops Historic District
St. Mary's County, Maryland

GEOGRAPHICAL INFORMATION

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	<u>18</u>	<u>374940</u>	<u>4238850</u>
B	<u>18</u>	<u>375500</u>	<u>4238200</u>
C	<u>18</u>	<u>376060</u>	<u>4238600</u>
D	<u>18</u>	<u>376275</u>	<u>4238380</u>
E	<u>18</u>	<u>376920</u>	<u>4238230</u>
F	<u>18</u>	<u>377620</u>	<u>4237640</u>
G	<u>18</u>	<u>377660</u>	<u>4237500</u>

Verbal Boundary Description

The eligible property encompasses approximately 117 acres at seven locations. The boundary of the eligible property is as delineated on the accompanying map entitled "District Boundaries." The boundaries encompass (1) approximately 60 acres at East Patuxent Basin; (2) approximately 52 acres fronting on Taxiway B; and (3) five locations on the airfield, each approximately one acre in extent.

Boundary Justification

The boundaries encompass all elements contributing to the significance of this discontinuous historic district.

SM-899

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Photos Page 10

Flight Test/Tactical Test/NAS Ops Historic District
St. Mary's County, Maryland

The following items apply to all nine photographs:

Property Name: Flight Test/Tactical Test/NAS Operations Historic District, Naval Air Station Patuxent River

Location: St. Mary's County, Maryland

Photographer: M.H. Bowers

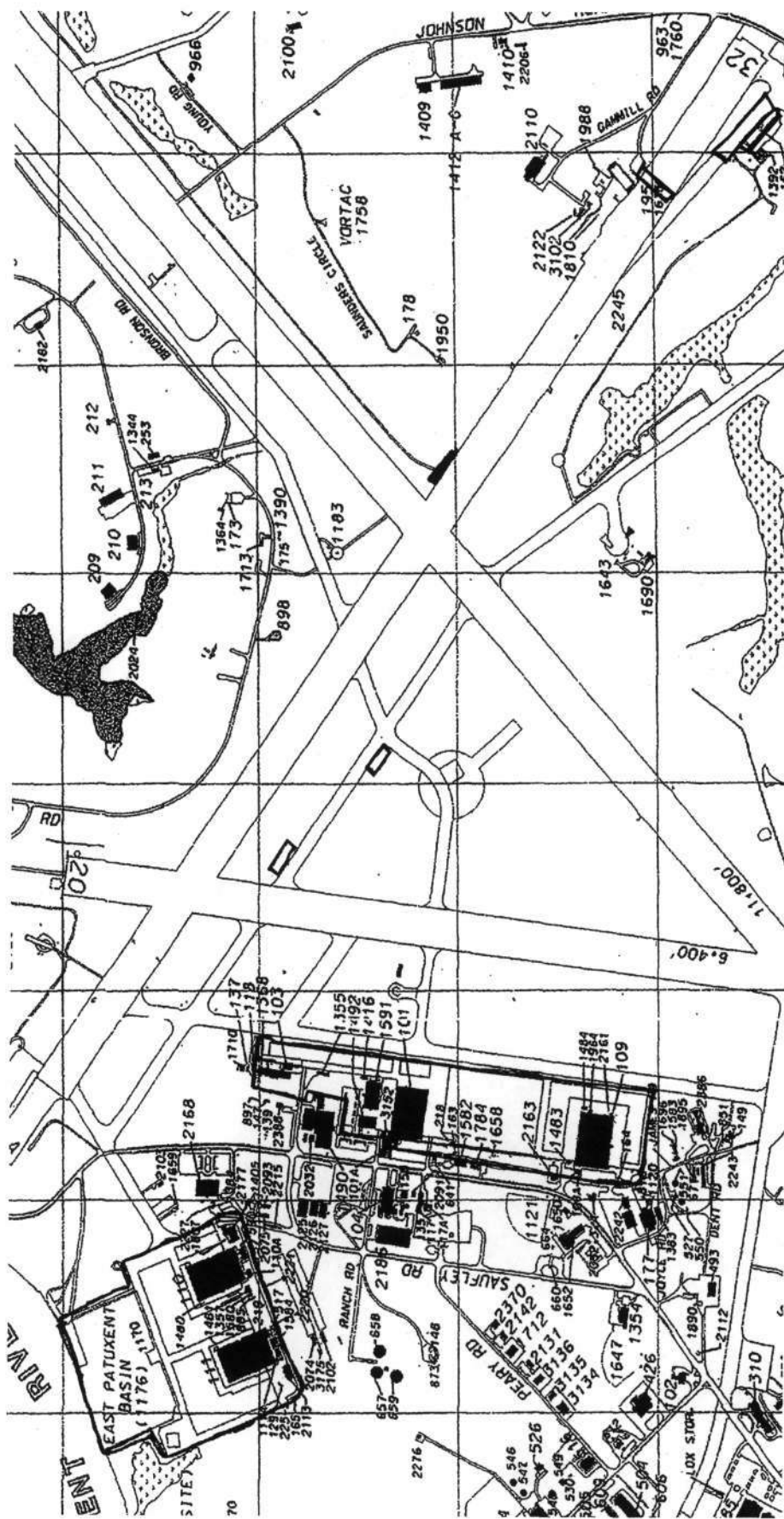
Date of Photograph: 1999

Location of Negatives: NAS Patuxent River, Patuxent River, Maryland 20670

Individual Photograph Identifications:

- 1 View to southeast across East Patuxent Basin, Hangar 110 at left, Hangar 111 at right
- 2 View to southeast, Hangar 110
- 3 View to southeast, Hangar 111 with seaplane ramp in foreground
- 4 View to north, Building 110A
- 5 View to northwest, Building 111A
- 6 View to east-northeast, Building 103 (control tower and administration), landside elevation
- 7 View to southwest, Building 103, airside elevation
- 8 View to northeast, Hangar 101
- 9 View to southeast, Hangar 109

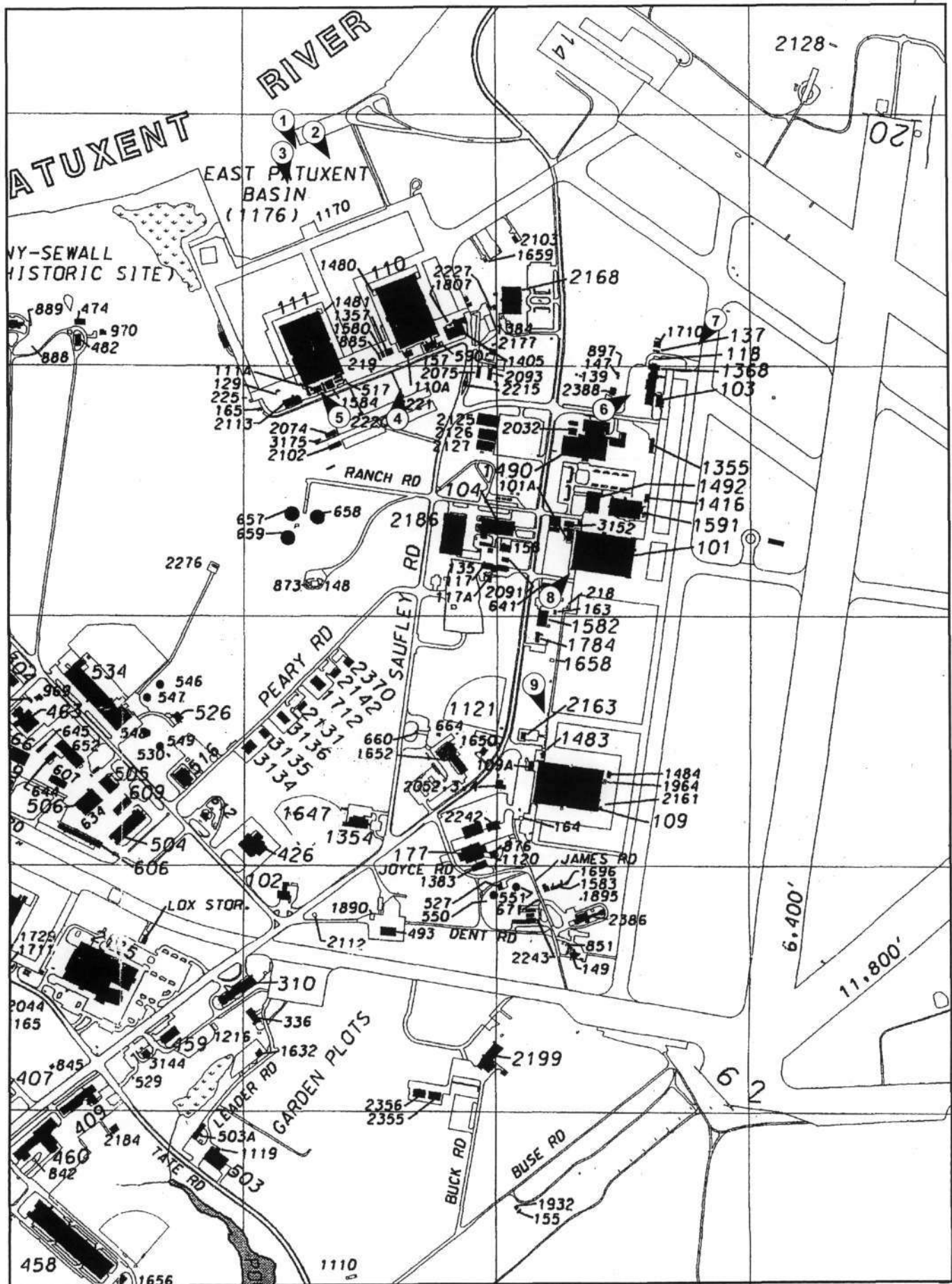
SM-899



**Flight Test/Tactical Test/NAS Operations Historic District,
Site Plan and Boundaries**

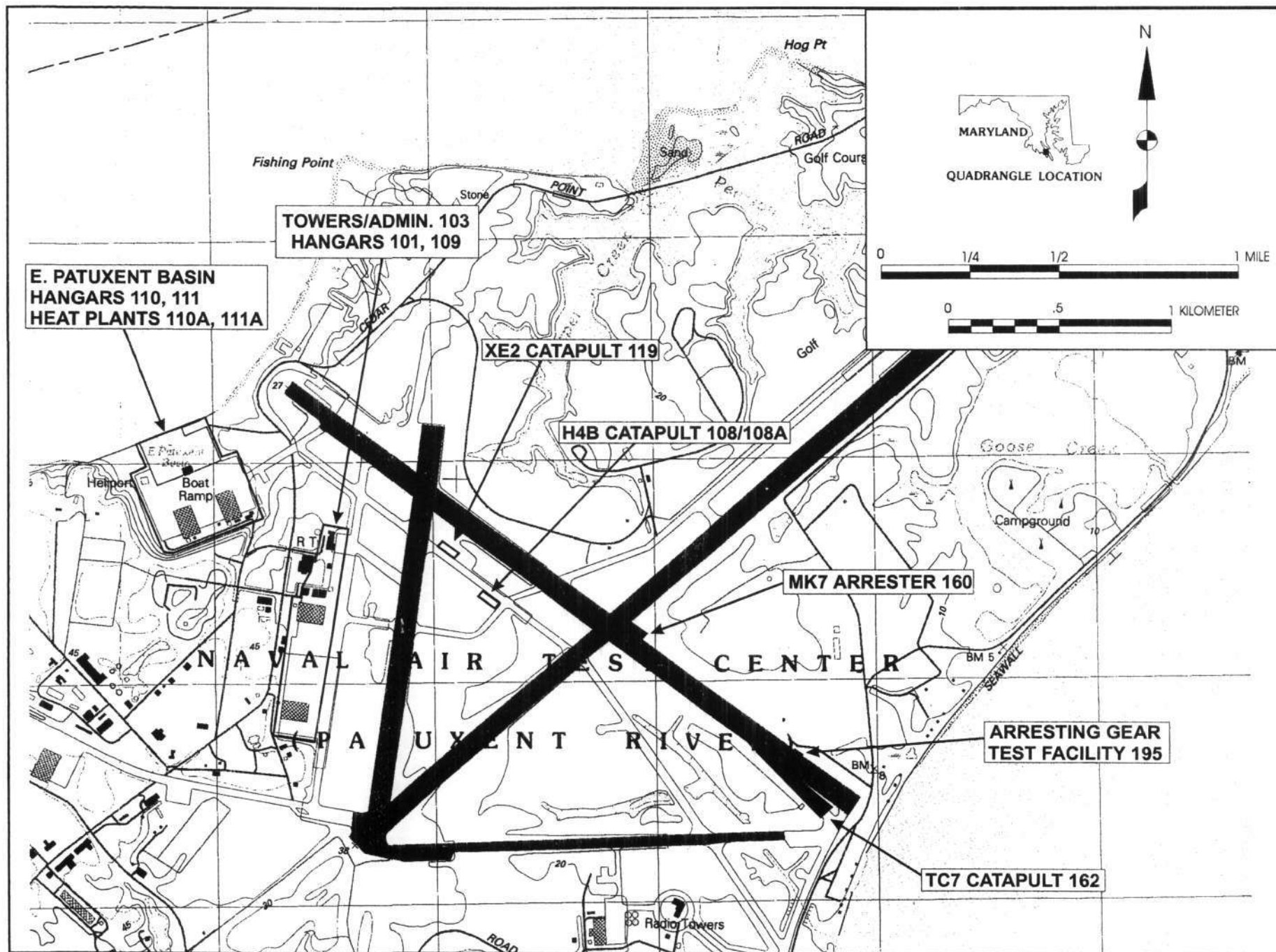
SOURCE: Public Works Office, NAS Patuxent River 1998

SM-899



Key to Photographs for Flight Test/Tactical Test/NAS Operations Historic District

SOURCE: Public Works Office, NAS Patuxent River 1998



Location Map and Boundaries of Flight Test/Tactical Test/
NAS Operations Historic District

SOURCE: USGS Solomons Island, MD Quadrangle 1987

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Flight Test/Tactical Test/NAS Operations Historic District

other names/site number SM-899

2. Location

street & number NAS Patuxent River not for publication ☐
city or town Lexington Park vicinity ☐
state Maryland code MD county St. Mary's code 037
code 20670

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official

Date

State or Federal Agency or Tribal government

SM-899

SM-899

United States Department of the Interior
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 12 Flight Test/Tactical Test/NAS Operations Historic District
name of property
St. Mary's County, Maryland
county and State
Flight Test/Tactical Test/NAS Operations Historic District
name of multiple property listing

This document serves as an amended submission to a previous document. The previous submission of this NRHP form was by M. H. Bowers, Architectural Historian, The Louis Berger Group, Inc., East Orange, New Jersey, 2000.

Determined eligible in 2000, the Flight Test/Tactical Test/NAS Operations Historic District then encompassed approximately 117 discontinuous acres (Bowers 2000). This district contains resources specifically related to the Flight Test, Tactical Test, and Operations divisions at NAS Patuxent River. As stated in the original NRHP Registration Form for the district, it is

a discontinuous assemblage of resources that have in common their direct historical association with key aspects of the mission of NAS Patuxent River as a center for testing and evaluation of Naval aircraft and associated systems during World War II and the early years of the Cold War period. . . . [They are] linked historically and functionally by the activities of the Flight Test and Tactical Test divisions and the NAS Operations Department of the air station organization, and were constructed for highly specialized testing programs focusing on aircraft performance. The historic district meets Criterion A for its association with the primary mission of NAS Patuxent River during World War II and the early Cold War period. It also meets Criterion C as it contains resources...that exemplify the kinds of specialized facilities employed by the navy in its aircraft testing programs during and since World War II. The district possesses integrity of location, design, and elements; and integrity of materials and workmanship remain to varying degrees, as nearly all the components of the district have experienced alterations to the present day [Bowers 2000:1, 5].

At the time the original Flight Test/Tactical Test/NAS Operations Historic District NRHP Registration Form was completed, buildings that were constructed before 1950 were eligible for inclusion, unless they fell under Criterion G of the NRHP, for significant buildings less than 50 years old. The current study updates this list of contributing and non-contributing resources to include those that were constructed before 1965.

Contributing Buildings in the Flight Test/Tactical Test/NAS Operations Historic District*Buildings*

Building 101: Hangar	Building 119: Catapult XE2
Building 103: Control Tower and Operations Administration Building	Building 160: MK-7 Arresting Gear
Building 108: Landplane H4B Catapult	Building 162: TC-7 Steam Catapult
Building 108A: Landplane H4B Catapult Control Pit	Building 177: Jet Engine Repair Building*
Building 109: Hangar	Building 195: Arresting Gear Facility
Building 110: Hangar	Building 1174: West Patuxent Basin*
Building 110A: Heating plant for Hangar 111	Building 1176: East Patuxent Basin
Building 111: Hangar	Building 1170: East Patuxent Seaplane Ramp
Building 111A: Heating plant for Hangar 111	

SM-899

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 13 Flight Test/Tactical Test/NAS Operations Historic District
name of property
St. Mary's County, Maryland
county and State
Flight Test/Tactical Test/NAS Operations Historic District
name of multiple property listing

Non-Contributing Buildings in the Flight Test/Tactical Test/NAS Operations Historic District

Buildings

Building 129: RDT&E Storage Building	Building 1338: Aircraft Rinse Rack*
Building 147: Radar Building*	Building 1355: Fire Prevention Building
Building 157: Aircraft and Flight Equip. Lab*	Building 1357: W/C
Building 163: RDT&E Storage Building *	Building 1416
Building 164: Gate/Sentry House*	Building 1483: Line Operation Building
Building 165: Haz/Flam Storage	Building 1484: Line Operation Building
Building 219: Ready Magazine	Building 1580: A/C System Integration Lab
Building 225: Ready Magazine	Building 1584: Office/Conference Room
Building 517: Sewage Pump House	Building 1591: RDT&E Research Office Space
Building 885: Storage Building	Building 1807: Utility Plant
Building 897: Meteorological Tower	Building 1905: Blast Deflector Fence*
Building 1012: Blast Deflector Fence*	Building 1964: Generator Building
Building 1013: Blast Deflector Fence*	Building 1989: Blast Deflector Fence *
Building 1014: Blast Deflector Fence*	Building 2007: Blast Deflector Fence *
Building 1016: Blast Deflector Fence*	Building 2113: RW Main Building
Building 1017: Blast Deflector Fence*	Building 2161: 400 Hz Building
Building 1093: Smoke Stack for TC-7*	Building 2463: Aircraft Parking Apron*
Building 1094: Blow-down Pit for TC-7*	Building 3152: Dyncorp Office Trailer
Building 1183: PAX Turntable*	

* indicates resources added to the district as part of this amended submission.

SM-899

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 14 Flight Test/Tactical Test/NAS Operations Historic District
name of property
St. Mary's County, Maryland
county and State
Flight Test/Tactical Test/NAS Operations Historic District
name of multiple property listing

Bibliographic References:

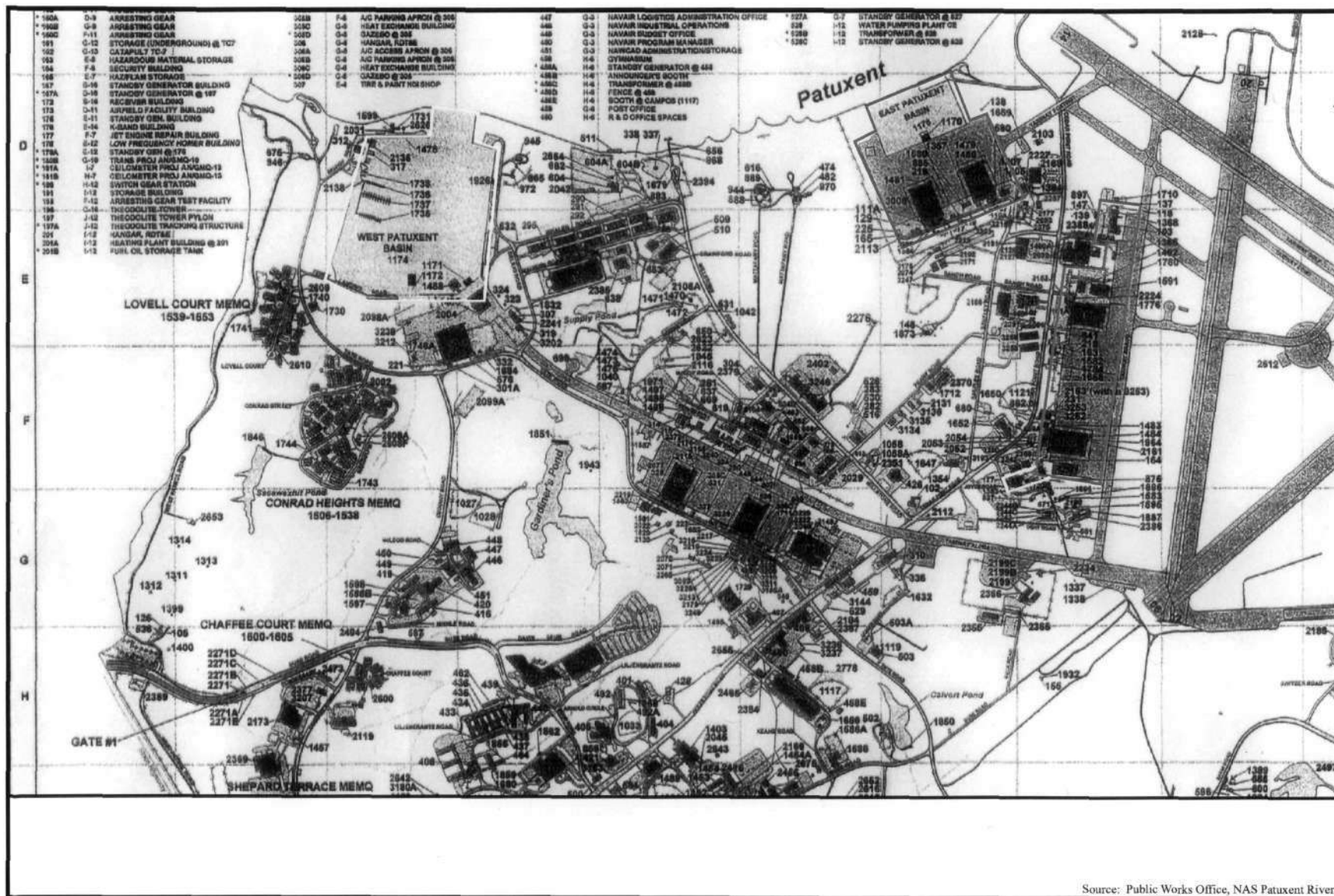
Bowers, M. H.

2000 Flight Test/Tactical Test/NAS Operations Historic District. National Register of Historic Places Registration Form. Prepared for Naval Air Station Patuxent River, Maryland, Prepared by The Louis Berger Group, Inc., East Orange, New Jersey.

Pendleton, Philip E., Richard M. Casella, and Martha H. Bowers

1999 *Historic Architectural Resources: Naval Air Station Patuxent River: Historic Contexts and Evaluation Criteria.* Contract Number 62477-97-D3046. Prepared by The Louis Berger Group, Inc., East Orange, New Jersey for Naval Air Station Patuxent River, Maryland. Copies available from Natural Resources Branch, Environmental and Natural Resources Division, Department of Public Works, Naval Air Station Patuxent River, Maryland.

SM-899



Source: Public Works Office, NAS Patuxent River

The blue lines indicate the existing boundaries of the Flight Test/Tactical Test/NAS Operations Historic District. The yellow lines indicate the supplemental boundaries to the above historic district.

668-WS
SM-899



Flight Test / Tactical Test / NAS Operations Hist. Dist.

NAS Patuxent River

St. Mary's Co., MD

SM-899

1 of 9



Flight Test/Tactical Test/NAS Operations Historic District

NAS Patuxent River

St. Mary's Co., MD

SM-899

2 of 9



Flight Test/Tactical Test/NAS Operations Hist. Dist.

NAS Patuxent River

St. Mary's Co., MD

SM-899

3 of 9



Flight Test/ Tactical Test/ NAS Operations Historic Dist.

NAS Patuxent River

St. Mary's Co., Md.

SM-899

4 of 9



Flight Test/Tactical Test/NAS Operations Hist. Dist.
NAS Patuxent River
St. Mary's Co., MD
SM-899

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Flight Test/Tactical Test/NAS Operations Hist. Dist.
NAS Patuxent River
St. Mary's Co., MD
SM-899

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Flight Test/Tactical Test/NAS Operations Hist. Dist.
NAS Patuxent River
St. Mary's Co., MD
SM-899

749



Flight Test / Tactical Test / NAS Operations Hist. Dist.
NAS Patuxent River
St. Mary's Co., MD
SM-899

8 of 9



Flight Test / Tactical Test / NAS Operations Hist. Dist.

NAS Patuxent River
St. Mary's Co., MD
SM-899

9 of 9

MARYLAND HISTORICAL TRUST

~~SHORT FORM FOR INELIGIBLE PROPERTIES~~

Property Name: Buildings 147 and 897: Radar Building and Tower

File with District SM-899

Address: Naval Air Station Patuxent River

City: Lexington Park

Zip Code: 20670

County: Saint Marys

USGS Quadrangle(s): Solomons Island

Tax Map Parcel Number(s): _____

Tax Map Number: _____

Project: Section 110 Compliance: Structures Built 1950-1965

Agency: United States of America, Dept. of the Navy

Agency Prepared By: LGGROUP, Inc.

Preparer's Name: Sherry DeFreece

Date Prepared: 12/28/2004

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: Flight Text/Tactical Test/NAS Ops. Historic Dist.

Inventory Number: SM-899

Eligible: X yes

Listed: _____ yes

Description of Property and Justification: *(Please attach map and photo)*

The Radar Building known as Building 147 and its related Radar Tower (Building 897) aboard NAS Patuxent River are located west of Building 103 northeast of the intersection of Cedar Point and Jackson roads. The two structures were built in 1950. Building 147 consists of a main building with an addition, creating an ell. The main building is a one-story brick building with a flat roof, approximately 15' at its north-south axis and 25' long on its east-west axis, and 12' high. On the south façade is the rectangular gable-roofed cinder block addition. To the west of the addition and south of the original building is a flammable liquids holding tank and fenced area that obscures the south façade. The addition is approximately 20' long on its east-west axis and 12' long on its north-south axis. A garage sized opening on the south façade of the addition has been filled in with wood panels and now contains a metal vent. On the west façade of the main block is a horizontal 1/1 window. The entrance to the buildings is on the east façade through a steel door. The interior is divided into two rooms. The east room is painted brick, with exposed wood ceiling beams and plaster walls. A brick dividing wall separates this room from one on the west. This room is concrete block and contains a dropped drywall ceiling. The north façade is not fenestrated, but serves as the attachment point for Resource 897, the associated Radar Tower.

Building 897 appears to be a newly constructed Radar Tower. The plans for the original tower indicate a different type of tower was originally in its location. The tower currently in this location is a steel truss structure with an interior staircase. It sits on a concrete base measuring 21' 4" on its east-west axis and 21' 7" on its north-south axis. It is approximately 80' tall and supports a radar/radome at the top.

Buildings 147 and 897 are not recommended eligible for the NRHP and are not contributing elements to the Flight Test/Tactical Test/NAS Operations Historic District (SM-899) due to a lack of integrity. Building 147 has an addition which has impacted the architectural and engineering integrity of the structure and the associated Radar Tower (Building 897) is not original.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended X

MHT Comments:

Jonathan Sager
Reviewer, Office of Preservation Services

6/22/05
Date

n/a
Reviewer, National Register Program

Date



SM 899

Building 147 - Radar Building

Flight-Test / Tactical Test / NAS Operations Historic District

St. Mary's County, MD

Daria Gasparini

5 October 2004

MD SHPO

Building 147 - interior room A - camera facing SW

#1 of 8



Sm 899

Building 147-Radar Building

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, MD

Darla Gasparini

5 October 2004

MD SHPO

Building 147-interior room A - camera facing NE

#2 of 8



SM-899

Resource 147 - Radar Building

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, MD

Daria Gasparini

5 October 2004

MD SHPO

Resource 147 - Interior Room B - camera facing northeast.

#3 of 8 (5x7)

856 -NNN 98- 11< >



SM899

Building 147-Radar Building

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, MD

Sherry DeFreese

5 October 2004

MD SHPO

Building 147 Interior - room B - camera facing SW

#4 of 8

November 04 10:00:07 AM



Sm - 899

Resource 147 - Radar Building

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Daria Gasparini

5 October 2004

MD SHPO

Resource 147 - camera facing south

#5 of 8 (5x7)

646 --NNN 90- 11< >



SM-899

Resource 147-Radar Building

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Sherry DeFreece

5 October 2004

MD SAPO

Resource 147-camera facing east

#6 & 8 (5x7)

< 11-05 NNN-949 >



SM-899

Resource. 147-Radar Building

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Daria Gasparini

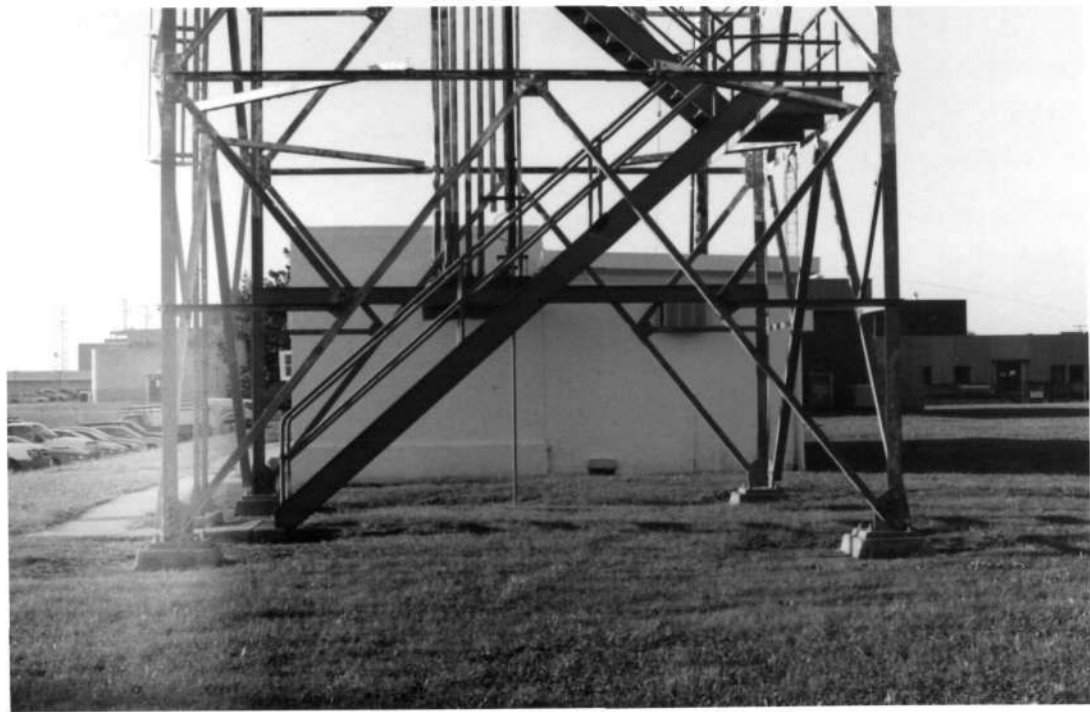
5 October 2004

MD SHPO

Resource 147- camera facing north

7 of 8 (5x7)

826 -NNN 88- 11< >



SM 899

Building 147 - Radar Building

Flight Test / Tactical Test / NAS Operations Historical District

St. Mary's County, MD

Daria Gasparini

5 October 2004

MD SHPO

Building 147 camera facing West

#8 of 8

November 04 11:00 1211 1-1



SM-899

Resource 897- Meteorological Tower

Flight Test / Tactical Test / NAS Operations Historic District
St. Mary's County, Maryland

Daria Gaoparini

5 October 2004

MD SHPD

Resource 897- camera facing north

#1064(5x7)

896 --NNN 60- 11< >



SM-899
Resource 897 - Meteorological Tower
Flight Test / Tactical Test / NAS Operations
Historic District

St. Mary's County, Maryland

Daria Gasparini

5 October 2004

MD SHPO

Resource 897 - camera facing south

#2064(5x7)

< 11 - 07 NNN - 949



SM 899

Building 897 - Meteorological Tower

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, MD

Daria Gasparini

5 October 2004

MD SHPO

Building 897 - camera facing north

#3044

November 04 11:30:71 1211 1-1



SM 899

Building 897 - Meteorological Tower

Flight Test / Tactical Test / NAS operations Historic District

St. Mary's County, MD

Daria Gasparini

5 October 2004

MD SHPD

Building 897 - camera facing W

#4 of 4

November 04 18:07:12 11 1-2

MARYLAND HISTORICAL TRUST
~~SHORT FORM FOR INELIGIBLE PROPERTIES~~

Property Name: Building 157: Aircraft and Flight Equipment Lab

File with District SM-899

Address: Naval Air Station Patuxent River

City: Lexington Park

Zip Code: 20670

County: Saint Marys

USGS Quadrangle(s): Solomons Island

Tax Map Parcel Number(s): _____

Tax Map Number: _____

Project: Section 110 Compliance: Structures Built 1950-1965

Agency: United States of America, Dept. of the Navy

Agency Prepared By: LGGROUP, Inc.

Preparer's Name: Sherry DeFreece

Date Prepared: 12/28/2004

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: Flight Test/Tactical Test/NAS Ops. Historic Dist.

Inventory Number: SM-899

Eligible: X yes

Listed: _____ yes

Description of Property and Justification: *(Please attach map and photo)*

The Aircraft and Flight Equipment Lab (Building 157) is located south of Hangar 110 off of Saufley Road at NAS Patuxent River. The main block is a one-story rectangular brick structure on a concrete slab foundation, with a two-story concrete block addition to the east. The original building is approximately 50' on its east-west axis and 30' wide on its north-south axis. This structure was built in 1962. The main entrance is on the south façade and access is through three doors. The eastern door is a steel door with one light panel, and is flanked by sidelights. This door appears to be original to the structure. West of this door are two large (approximately 6' by 6') 2/4 metal framed awning windows. West of the windows is a steel panel door. This door is in the location of a former window, which has been filled in with the door and siding. A smaller window and an additional door with an awning addition are also present on this façade. The east façade contains no fenestration. The roof is a flat roof, with an overhanging eave. The other facades are obscured by the concrete block addition to the west of the main block. It is approximately 40' tall, and contains a garage door on the south façade. On the east façade of the tower are two 4/1 metal framed awning windows on the second floor. The roof consists of composition shingles in a shed configuration.

Because Building 157 did not play an integral role in the functions of NAS Patuxent River during the early Cold War period 1950-1965 and because of the large tower addition that compromises the architectural integrity of the structure, this resource is not recommended eligible for the NRHP and is not considered a contributing element to the Flight Test/Tactical Test/NAS Operations Historic District (SM-899).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended X

MHT Comments:

Jonathan Bay
Reviewer, Office of Preservation Services

6/22/05
Date

n/a
Reviewer, National Register Program

Date



SM-899

Resource 157- Aircraft and Flight Equipment Lab
Flight Test/ Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Daria Gasparini

5 October 2004

MD SHPO

Resource 157- camera facing west

#1 of 3 (5x7)

296 -NNN 98- 11< >



157

157-2

157

SPEED
LIMIT
15

NO PARKING

SM-899

Building 157 - Aircraft and Flight Equipment Lab
Flight Test / Tactical Test / NAS Operations Historic District
St. Mary's County, Maryland

Doria Gasparini

5 October 2004

MD SHPO

Building 157 - camera facing south
#2 of 3 (5x7)

296 - NNN 50 - 11 < >

1940-1945 (Growth 10)
ENGINEERING GROUP (10.2)
EVALUATION ENGINEERING
COMPONENT (10.10)
ANALYSIS, CORRECTION, VERIFICATION
OF SYSTEM DESIGN (10.11)
OF EXISTING SYSTEM DESIGN
(10.12)



SM-899

Resource 157 - Aircraft and Flight Equipment Lab
Flight Test / Tactical Test / NAS Operations Historic District
St. Mary's County, Maryland

Daria Gasparini

5 October 2004

MD SHPD

Building 157 - camera facing east
3 of 3 (5x7)

296 - NNN 58- 11< >

MARYLAND HISTORICAL TRUST
~~SHORT FORM FOR INELIGIBLE PROPERTIES~~

Property Name: Building 163: RDT&E Storage Lab

File with District SM-899

Address: Naval Air Station Patuxent River

City: Lexington Park

Zip Code: 20670

County: Saint Marys

USGS Quadrangle(s): Solomons Island

Tax Map Parcel Number(s): _____

Tax Map Number: _____

Project: Section 110 Compliance: Structures Built 1950-1965

Agency: United States of America, Dept. of the Navy

Agency Prepared By: LGGROUP, Inc.

Preparer's Name: Sherry DeFreece

Date Prepared: 12/28/2004

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: Flight Text/Tactical Test/NAS Ops. Historic Dist.

Inventory Number: SM-899

Eligible: X yes

Listed: _____ yes

Description of Property and Justification: *(Please attach map and photo)*

Building 163 is a paint and inflammable materials storage locker located aboard NAS Patuxent River. It is off of Cedar Point Road south of Hangar 101. Built in 1953, Building 163 is like other hazardous materials storage buildings built aboard NAS PAX. It is a two-bay cement block building approximately 27' long by 16' 2" wide and 9' 10 5/8" high at the ceiling joists. It features two steel doors on the east façade, and no fenestration. In the center of the building, splitting the building into two completely separate rooms and extending into the ceiling, is a firewall. Each steel door gives access to one room. The roof is a low-pitched gable.

Because Building 163 did not play an integral role in the functions of NAS Patuxent River during the early Cold War period 1950-1965, it is not considered a contributing element to the Flight Test/Tactical Test/NAS Operations Historic District (SM-899). Further, this resource does not meet the eligibility requirements for nomination to the NRHP under Criteria A, B, C, or D.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended X

MHT Comments:

Jonathan Bager
Reviewer, Office of Preservation Services

6/22/05
Date

n/a
Reviewer, National Register Program

Date



SM-899

Resource 163-RDT & Storage Lab

Flight Test/Tactical Test/NAS Operations Historic
District

St. Mary's County, MD

Daria Gasparini

7 October 2004

MD SHPO

Resource 163, east facade, camera facing west
1 of 1

November 04 12:35 PM

5889/19

MARYLAND HISTORICAL TRUST
~~SHORT FORM FOR INELIGIBLE PROPERTIES~~

Property Name: Building 165: OP Hazmat Storage

File with District SM-899

Address: Naval Air Station Patuxent River

City: Lexington Park

Zip Code: 20670

County: Saint Marys

USGS Quadrangle(s): Solomons Island

Tax Map Parcel Number(s): _____

Tax Map Number: _____

Project: Section 110 Compliance: Structures Built 1950-1965

Agency: United States of America, Dept. of the Navy

Agency Prepared By: LGGROUP, Inc.

Preparer's Name: Sherry DeFreece

Date Prepared: 12/28/2004

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: Flight Test/Tactical Test/NAS Ops. Historic Dist.

Inventory Number: SM-899

Eligible: X yes

Listed: _____ yes

Description of Property and Justification: *(Please attach map and photo)*

The OP Hazardous Materials Storage Building (Building 165) aboard NAS Patuxent River is located at the end of Saufley Road, south of Hangar 111 and was built in 1953. Like other Hazardous Materials Storage Buildings built aboard NAS PAX and Webster Field, Building 165 is a two-bay cement block building approximately 27' long by 16' 2" wide and 9' 10 5/8" high at the ceiling joists. It features two steel doors on the north façade, and no fenestration. In the center of the building, splitting the building into two completely separate rooms and extending into the ceiling, is a firewall. Each steel door gives access to one room. The roof is a low-pitched gable.

Because Building 165 did not play an integral role in the functions of NAS Patuxent River during the early Cold War period 1950-1965, it is not considered a contributing element to the Flight Test/Tactical Test/NAS Operations Historic District (SM-899). Further, this resource does not meet the eligibility requirements for nomination to the NRHP under Criteria A, B, C, or D.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended X

MHT Comments:

Jonathan Sagar
Reviewer, Office of Preservation Services

6/22/05
Date

n/a
Reviewer, National Register Program

Date



SM-899

Building 165 - Operations Hazmat Storage

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

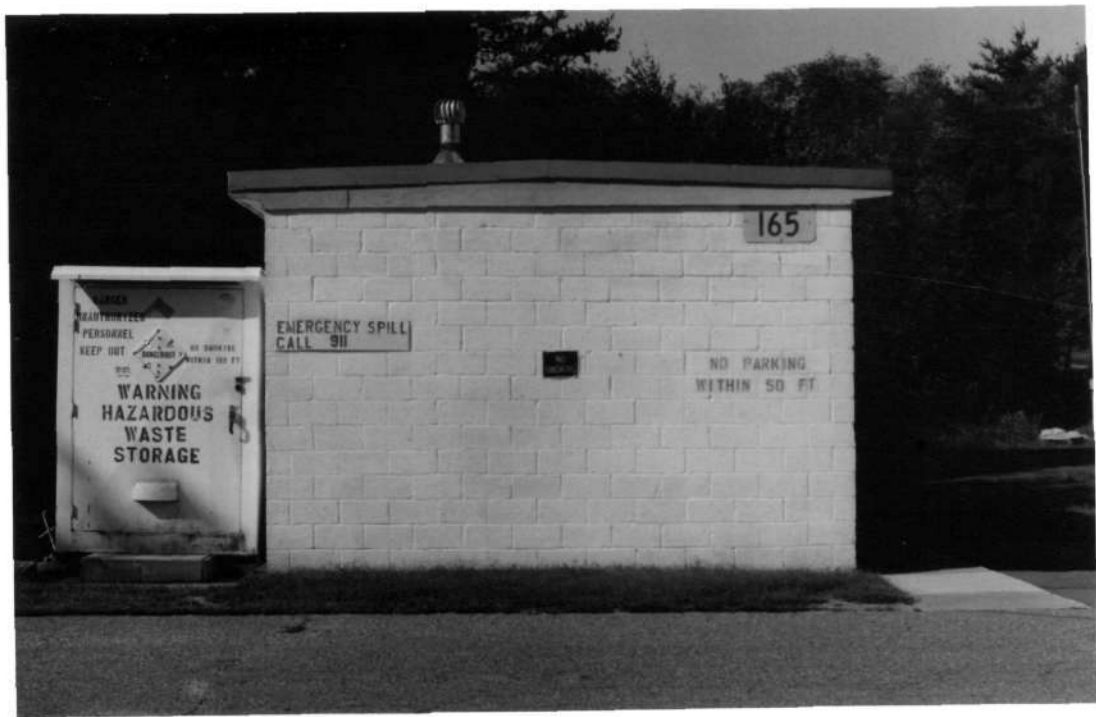
Daria Gasparini

5 October 2004

MD SHPO

Building 165 - camera facing north

#1 of 4



SM-899

Building 165 - Operations Hazmat Storage

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Darla Gasparini

5 October 2004

MD SHPO

Building 165 - camera facing east

#2 of 4



SM-899

Building 165 - Operations Hazmat Storage

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Daria Gasparini

5 October 2005

MD SHPO

Building 165 - camera facing South

#3 of 4



SM-899

Building # 165 - Operations Hazmat Storage

Flight Test / Tactical Test / Operations Historic District

St. Mary's County, Maryland

Daria Gasparini

5 October 2004

MDSHPO

Building 165 - camera facing west

#4 of 4

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

SM-899

Property Name: Building 177: Engine Maintenance Shop Inventory Number: Contrib. Res.

Address: Naval Air Station Patuxent River Historic district: ☐ yes ☒ no

City: Lexington Park Zip Code: 20670 County: Saint Marys

USGS Quadrangle(s): Solomons Island

Property Owner: United States of America, Dept. of the Navy Tax Account ID Number: _____

Tax Map Parcel Number(s): _____ Tax Map Number: _____

Project: Section 110 Compliance: Structures Built 1950-1965 Agency: United States of America, Dept. of the Navy

Agency Prepared By: LGGROUP, Inc.

Preparer's Name: Sherry DeFreece Date Prepared: 12/28/2004

Documentation is presented in: S. N. DeFreece and D. A. Gasparini. 2004. Historic and Architectural Resources of the Early Cold War Period: 1950-1965, Naval Air Station Patuxent River, Maryland. LGGROUP Miscellaneous Reports No. 8.

Preparer's Eligibility Recommendation: _____ Eligibility recommended ☒ Eligibility not recommended

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: Flight Text/Tactical Test/NAS Ops. Historic Dist.

Inventory Number: SM-899 Eligible: ☒ yes Listed: ☐ yes

Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Building 177 is the Engine Maintenance Shop at NAS Patuxent River, located north of Taxiway A, east of Cedar Point Road. Built in 1956, the maintenance shop is a plan-built modified rectangular building, with a long north-south axis and wings flanking wings the east and west. The walls of the steel truss structure are poured concrete. It has a low-pitched, open-gabled roof. The building is clad in standing seam metal panels. It is an open room on the interior providing space for jet engine maintenance. This part of the building measures 180' on the north-south axis and 100' on the east-west axis. The concrete block wings flanking the east and west facades measure 50' on the north-south axis and 30' on the east-west axis. They have a shed roof configuration sloping away from the main structure. The main block of the building is 32' high at the gable, and the wings measure 12' at their highest point. The building is accessed by rolling garage doors on the east and west elevations. The building features several styles of fixed windows in the wings and lower portion of the main block. The main building contains a clerestory of chain-operated projecting windows. The building is in good condition, but has recently been painted white, which detracts from the historic appearance of the structure.

Building 177 is the location of engine repair aboard NAS Patuxent River and is part of the Service Test Division. Service Test was

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: Contributes to SM-899

Andrew Leuer
Reviewer, Office of Preservation Services

Blumentz
Reviewer, National Register Program

6/22/05

Date

6/21/05

Date

created with the dissolution of Tactical Test in September 1953. The Service Test (ST) division conducted, and continues to conduct extensive tests in the form of field service trials that compare overall capabilities or disadvantages of aircraft from the perspective of the pilot, as well as tests the ability of the aircraft to perform its necessary mission in the fleet. These trials evaluate instruments and aeronautical equipment. In addition, the aircraft are evaluated for their serviceability and maintenance problems, and from this, maintenance methods and procedures are formulated.

Despite being painted, Building 177 retains its historic architectural and engineering integrity. This resource does not individually meet the eligibility requirements for nomination to the NRHP under Criteria A, B, C, or D; nor does it meet the level of exceptional significance for criteria consideration G. Although not exceptionally important, it played enough of a historic function that it contributes to the district. But due to the important historic function as it relates to the Cold War mission of NAS Patuxent River, and its advancements in military testing, Building 177 is a contributing resource to the Armament Test/Electronics Test/Weapons Test Historic District (SM-900).

MARYLAND HISTORICAL TRUST REVIEW

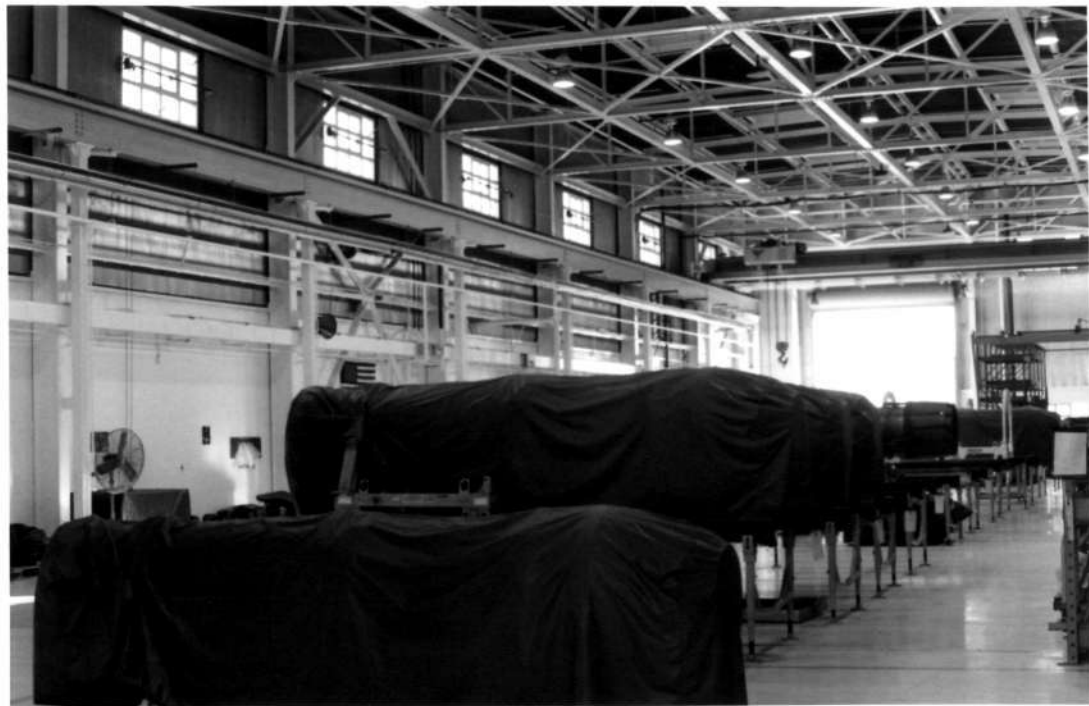
Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date



SM-899

Building 177 - Engine Maintenance Shop

Flight Test / Tactical Test / NAS Operations Historic District

St. Marys County, Maryland

Daria Gasparini

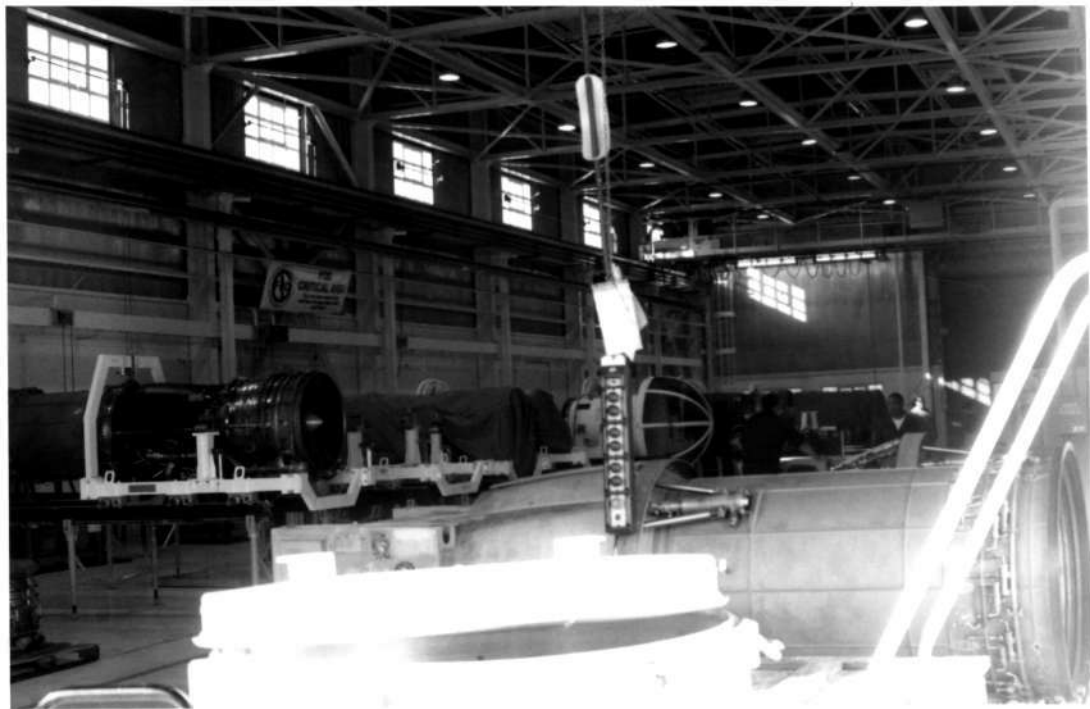
5 October 2004

MD SHPO

Building 177-interior facing northeast

#1 of 6

November 04 11 30 07 1 12 PM



SM-899

Building 177-Engine Maintenance Shop

Fright Test/Tactical Test/NAS Operations Historic District
St. Marys County, Maryland

Daria Gasparini

5 October 2004

MD SHPO

Building 177-interior, camera facing Southwest

#2 of 6

November 04 12:03:07 PM 1-1

MM



SM-899

Building 177 - Engine Maintenance Shop
Flight Test / Tactical Test / NAS Operations Historic District
St. Mary's County, Maryland

Daria Gasparini

5 October 2004

MD SHPO

Building 177 - camera facing east

#3026

November 04 12:11:11



SM-899

Building 177-Engine Maintenance Shop

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Daria Gasparini

5 October 2004

MD SHPO

Building 177- camera facing south

#4 of 6

November 24, 2007 12:11 PM



SM-899

Building 177 - Engine Maintenance Building

Flight Test / Tactical Test / NAS operations Historic District

St. Mary's County, Maryland

Daria Gasparini

5 October 2004

MD SHPO

Building 177 - camera facing west

5 of 6

November 04 12:30:07 PM 1211 1-1



SM-899

Building 177 - Engine Maintenance Shop

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Daria Gasparini

5 October 2005

MD SHPO

Building 177 - camera facing north

#6 of 6

November 04 12:11 1-2
04124307

222

MARYLAND HISTORICAL TRUST
~~SHORT FORM FOR INELIGIBLE PROPERTIES~~

Property Name: Blast Deflector Fences Bldg 1012-17, 1905, 2007

File with District SM-899

Address: Naval Air Station Patuxent River

City: Lexington Park

Zip Code: 20670

County: Saint Marys

USGS Quadrangle(s): Solomons Island

Tax Map Parcel Number(s): _____

Tax Map Number: _____

Project: Section 110 Compliance: Structures Built 1950-1965

Agency: United States of America, Dept. of the Navy

Agency Prepared By: LGGROUP, Inc.

Preparer's Name: Sherry DeFreece

Date Prepared: 12/28/2004

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: Flight Text/Tactical Test/NAS Ops. Historic Dist.

Inventory Number: SM-899

Eligible: X yes

Listed: _____ yes

Description of Property and Justification: *(Please attach map and photo)*

The Blast Deflector Fences aboard NAS Patuxent River built between 1950 and 1965 consist of Buildings 1012, 1013, 1014, 1016, 1017, 1905, and 2007. They are located throughout the airfield, along taxiways and aprons.

Blast Deflector Fences are constructed in a variety of ways, but all have the same basic function, and therefore, design. The Blast Deflector Fences aboard NAS PAX typically consist of metal sheeting bolted to a metal frame at roughly a 45-degree angle. The metal used for the sheeting varies from galvanized corrugated panels to thin metal slats bolted in a horizontal vent pattern to the frame. The angle of the fence can also vary, and some aboard NAS PAX are curved inward toward the frame. The fences are constructed in modular units, usually about 8'6" high, 5'6" deep, and 8' in length, and can be attached in various configurations. Some blast fence lengths at NAS PAX are about 32 units, or 256' long.

The primary function of blast deflector fences is to protect the surrounding area from jet blasts that occur during the take off and landing of aircraft. They are placed along taxiways and runways to reduce the effects of noise, heat, and debris during aircraft operations. They are designed to be mobile structures, but are typically bolted in place to cement pads in various locations. They are present throughout NAS Pax in various configurations, used not only for protection but also to divide space. Because blast deflector fences are common to many airfields, and are infrastructural in nature, they did not play an integral role in the functions of NAS Patuxent River during the early Cold War period 1950-1965. They are not considered a contributing element to the Flight Test/Tactical Test/NAS Operations Historic District (SM-899). Further, they do not individually meet NRHP eligibility requirements under Criteria A, B, C, D, or criterion consideration G. They are not specifically related to the historic role of NAS Patuxent River during the Cold War, the period in which they was constructed (Criterion A); are not related to persons significant to this time period (Criterion B); they are of typical construction of the time period, and do not embody distinctive characteristics in their design (Criterion C); nor are they likely to yield information important to history (Criterion D); and for those under 50 years of age, do not meet the level of exceptional importance for criteria consideration G.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended X

MHT Comments:

Jonathan Sager
Reviewer, Office of Preservation Services

6/22/05
Date

n/g
Reviewer, National Register Program

Date



SM-899

Resource 1012 - Blast Fence

Flight - Test / Tactical Test / NAS Operations Historic District

St. Mary's County, MD

Daria Gasparini

5 October 2004

MD SHPO

Resource 1012 - looking east

1 of 2

November 6 4 10 08 J 133

2061 / 9



SM-899

Resource 1014 - Blast Fence

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, MD

Daria Gasparini

5 October 2004

MD SHPO

Resource 1014 - camera facing north

#1 of 2

November 04 101133 111 1-2

5861/11



SM-899

Resource 1014 - Blast Fence

Flight Test / Tactical Test / NAs Operations Historic District
St. Mary's County, MD,

Daria Gradparini

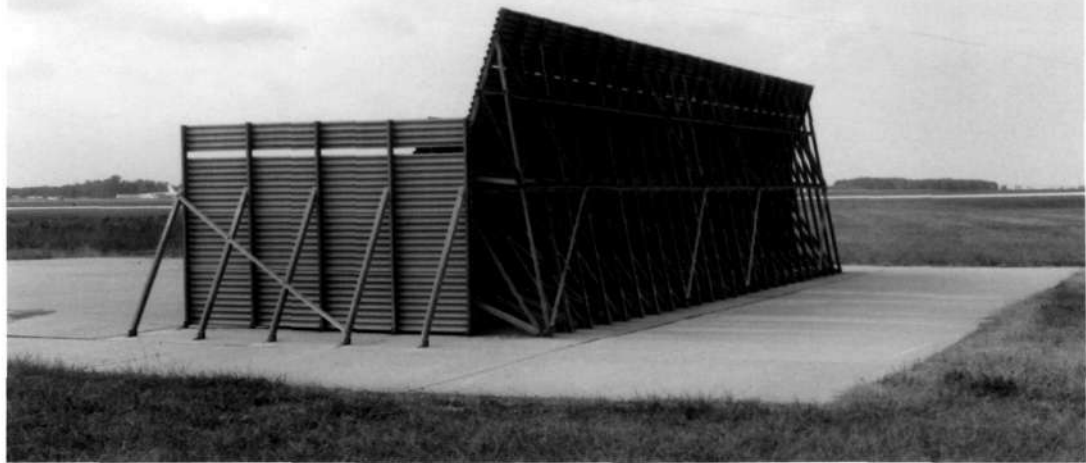
5 October 2004

MD SHPO

Resource 1014 - camera facing south
2 of 2

November 04 11:11:33

5861/2



SM-899

Resource 1014 - Blast Deflector Fence

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Daria Gasparini

15 October 2004

MD SHPD

Resource 1014 - Looking North

#1 of 2

November 04 12:21:37



SM-879

Resource 1014 - Blast Deflector Fence
Flight Test / Tactical Test / NIAS Operations Historic District
St. Marys County, Maryland

Daria Gasparini

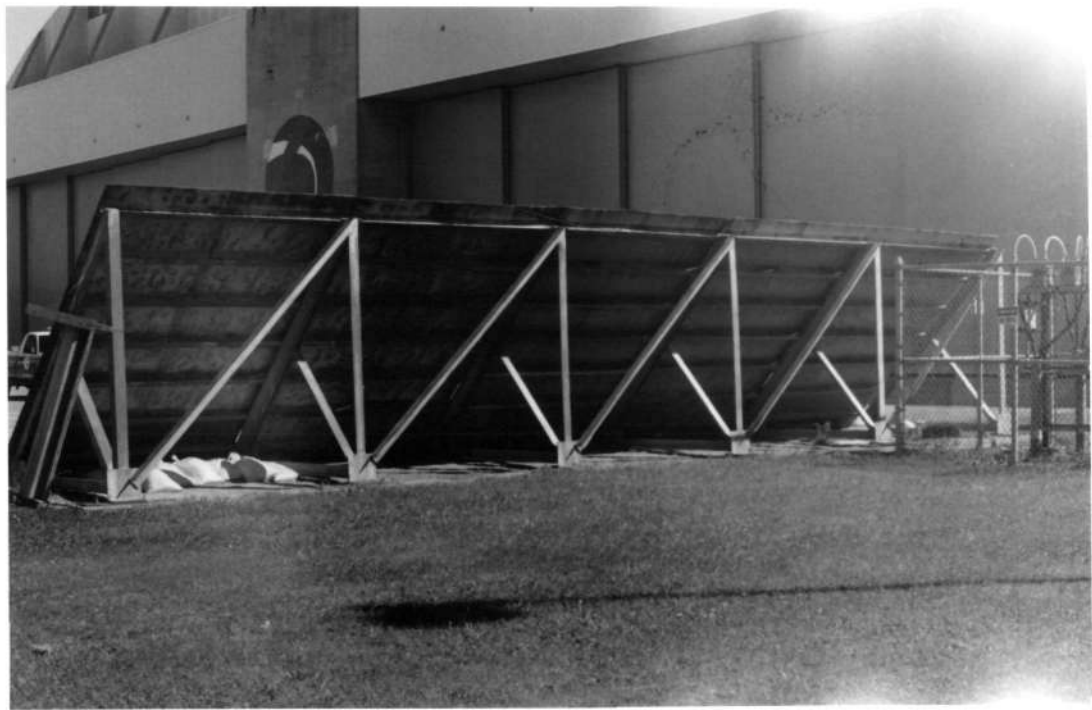
15 October 2004

MD SHPD

Resource 1014 - looking north

#2 of 2

November 04 12:33:37 1-1



SM - 899

Resource 1015 - Blast Deflector Fence

Flight Test / Tactical Test / NAS Operations Historic District
St. Mary's County, Maryland

Daria Gasparini

5 October 2004

MD SHPO

Resource 1015 - camera facing west

#1 of 2

November 04 10:20:73 1111 N

5886/7



SM-899

Resource 1015 - Blast Deflector Fence

Flight Test / Tactical Test / NAs Operations Historic District
St. Mary's County, Maryland

Daria Gasparini

5 October 2004

MD SHPO

Resource 1015 - camera facing east

2 of 2

November 04 08:07 1211 1-1

5884 18



SM-899

Resource 1017 - Blast Fence

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, MD

Daria Gasparini

5 October 2004

MD SHPO

Resource 1017 - camera looking south

#1 of 2

November 04 10:06 AM 11/11/04

5261/7



SM-899

Resource 1017 - Blast Fence

Flight Test / Tactical Test / NAS Operations Historic District
St. Mary's County, MD

Daria Gasparini

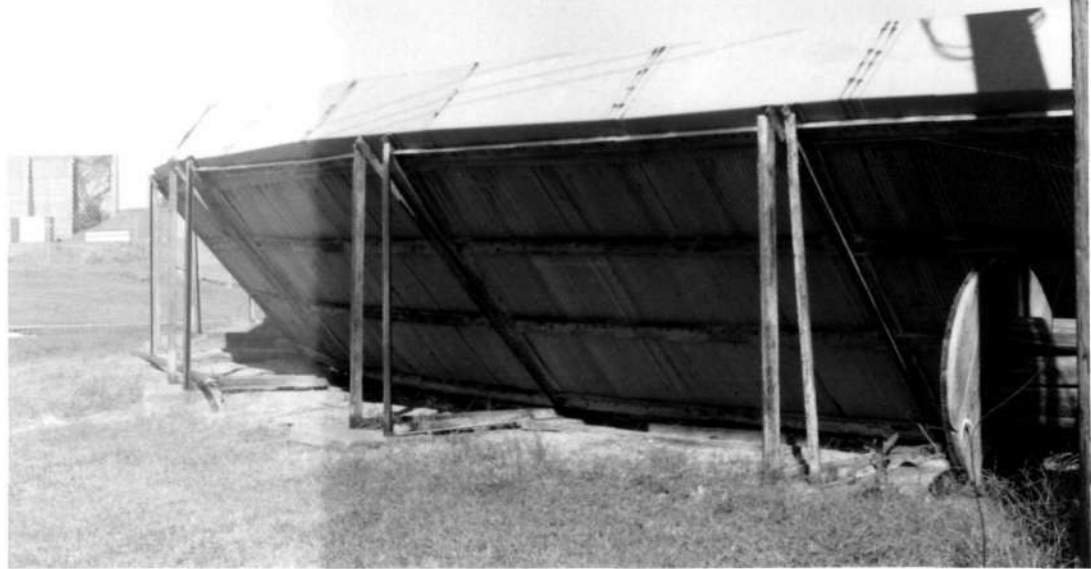
5 October 2004

MD SHPO

Resource 1017 - Camera looking north
2 of 2

November 04 10:23:12 11 1 N

5861/8



SM-899

Resource 1905- Blast Deflector Fence

Flight Test / Tactical Test / NAS Operations Historic
District

St. Mary's County, Maryland

Daria Gasparini

5 October 2004

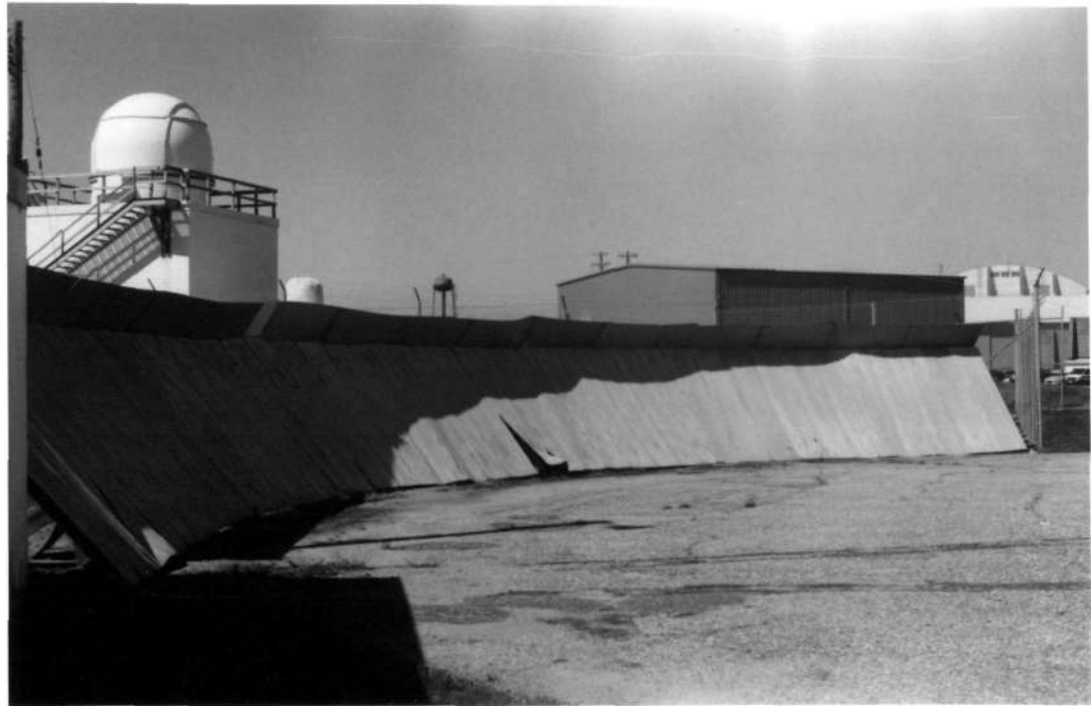
MD SHPO

Resource 1905 - camera facing north

#1 of 2

November 04 10:53:03 1211 1

5886/5



SM-899

Resource 1905 - Blast Deflector Fence

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Daria Gasparini

5 October 2004

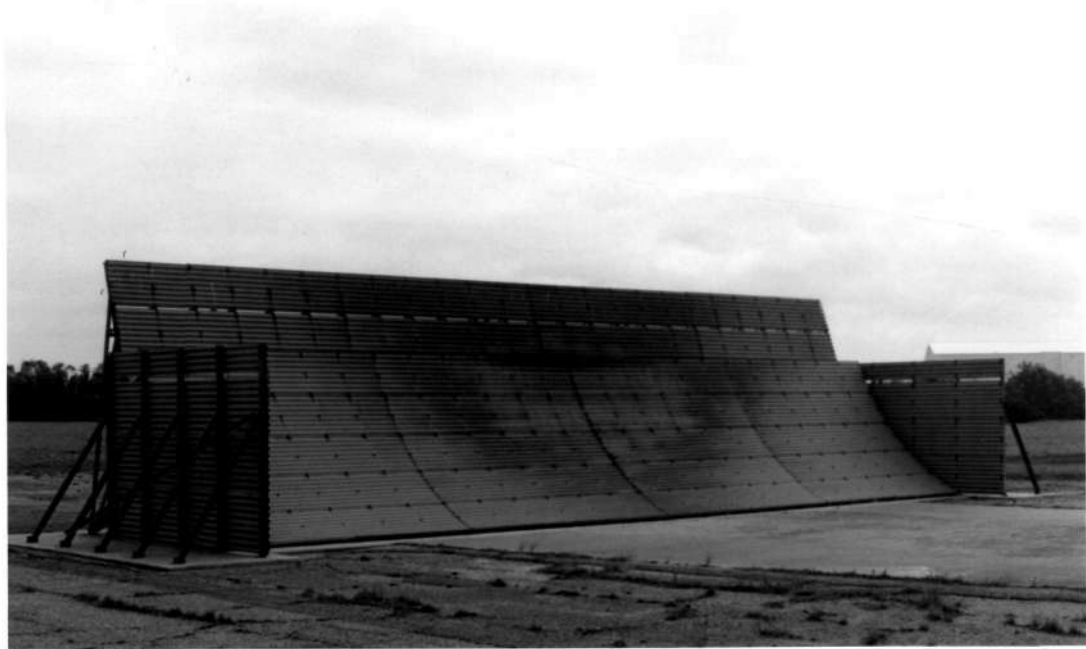
MD SHPO

Resource 1905 - camera facing south

#2 of 2

November 04 10:06:07 1211 11N

5880/16



SM-899

Resource 2007 - Blast Deflector Fence

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Daria Garparini

15 October 2004

MD SHPO

Resource 2007 - looking South

#1 of 2

November 04 12:01:37 12/1 1-2



SM-899

Resource 2007 - Blast Deflector Fence

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Daria Groparini

15 October 2004

MD SHPD

Resource 2007 - Looking West

#2 of 2

November 04 12:13:37 PM '04

MARYLAND HISTORICAL TRUST
~~SHORT FORM FOR INELIGIBLE PROPERTIES~~

Property Name: Building 1093: ASF: TC-7 Smoke Stack

File with District SM-899

Address: Naval Air Station Patuxent River

City: Lexington Park Zip Code: 20670 County: Saint Marys

USGS Quadrangle(s): Solomons Island

Tax Map Parcel Number(s): _____ Tax Map Number: _____

Project: Section 110 Compliance: Structures Built 1950-1965 Agency: United States of America, Dept. of the Navy

Agency Prepared By: LGGROUP, Inc.

Preparer's Name: Sherry DeFreece Date Prepared: 12/28/2004

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: Flight Text/Tactical Test/NAS Ops. Historic Dist.

Inventory Number: SM-899 Eligible: X yes Listed: _____ yes

Description of Property and Justification: *(Please attach map and photo)*

Building 1093 is a smoke stack associated the the TC-7 Catapult complex (Building 161) aboard NAS Patuxent River, located near the southeast end of Runway 32, west of Taxiway D. The TC-7 Catapult, which simulates take off and landing from aircraft carriers, has been determined eligible for inclusion on the NRHP. The associated smoke stack was constructed in 1960. It is a steel tower resting on a concrete pad. The tower measures 5' square at the base, and is 6'4" tall. It is painted in a red and white checkerboard pattern.

Although Building 1093 is associated with the TC-7 complex, it does not play an integral role in its function with the exception of directing smoke up and out of the underground facilities. Since it is not directly related to the mission of NAS Patuxent River during the early Cold War period 1950-1965 and is infrastructural in nature, it is not considered a contributing element to the Flight Test/Tactical Test/NAS Operations Historic District (SM-899). Further, this resource does not meet the eligibility requirements for nomination to the NRHP under Criteria A, B, C, D, or Criterion Consideration G.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended X

MHT Comments:

Jonathan Sager
Reviewer, Office of Preservation Services

6/22/05
Date

n/a
Reviewer, National Register Program

Date



SM-899

Resource 1093 - Aircraft Systems Facility: TC-7 Blow-
Down Pit

Flight Test / Tactical Test / NAS Operations Historic District
St. Mary's County, Maryland

Sherry DeFreece

15 October 2004

MD SHPO

Resource 1093 - camera
looking Southeast

#1 of 2

5862/2



SM-899

Resource 1093 - Aircraft Systems Facility - TC-7 Blow-
Down Pit

Flight Test / Tactical Test / NAS Operations Historic
District

St. Mary's County Maryland

Sherry Detreese

15 October 2004

MD SHPO

Resource 1093 - camera looking northwest
2 of 2

November 01 04 132 1211 1-1

5862/4

MARYLAND HISTORICAL TRUST
~~SHORT FORM FOR INELIGIBLE PROPERTIES~~

Property Name: Building 1094: ASF: TC-7 Blow Down Pit

File with District SM-899

Address: Naval Air Station Patuxent River

City: Lexington Park

Zip Code: 20670

County: Saint Marys

USGS Quadrangle(s): Solomons Island

Tax Map Parcel Number(s): _____

Tax Map Number: _____

Project: Section 110 Compliance: Structures Built 1950-1965

Agency: United States of America, Dept. of the Navy

Agency Prepared By: LGGROUP, Inc.

Preparer's Name: Sherry DeFreece

Date Prepared: 12/28/2004

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: Flight Text/Tactical Test/NAS Ops. Historic Dist.

Inventory Number: SM-899

Eligible: X yes

Listed: _____ yes

Description of Property and Justification: *(Please attach map and photo)*

Building 1094 is a blow down pit associated the the TC-7 Catapult complex (Building 161) aboard NAS Patuxent River, located near the southeast end of Runway 32, west of Taxiway D. The TC-7 Catapult, which simulates take off and landing from aircraft carriers, has been determined eligible for inclusion on the NRHP. The associated blow down pit was constructed in 1960. Below grade, the blow-down pit serves to release extra steam from the TC-7 exhaust system. Above grade, the structure is a steel barrier resting on a concrete pad. The barrier measures approximately 10' square at the base, and is 6' tall. It is painted in a red and white checkerboard pattern.

Although Building 1094 is associated with the TC-7 complex, it does not play an integral role in its function with the exception of directing steam and smoke up and out of the underground facilities. Since it is not directly related to the mission of NAS Patuxent River during the early Cold War period 1950-1965 and is infrastructural in nature, it is not considered a contributing element to the Flight Test/Tactical Test/NAS Operations Historic District (SM-899). Further, this resource does not meet the eligibility requirements for nomination to the NRHP under Criteria A, B, C, D, or Criterion Consideration G.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended X

MHT Comments:

Jonathan Gayer
Reviewer, Office of Preservation Services

6/22/05
Date

h/a
Reviewer, National Register Program

Date



SM-899

Resource 1094 - Aircraft Systems Facility; TC-7 Smoke
Stack

Flight Test/Tactical Test/NAS Operations Historic District
St. Mary's County, Maryland

Sherry DeFreece

15 October 2004

MD SHPO

Resource 1094 - camera looking Southwest

#1 of 2

November 04 01:32 1211 1

586213



SM-899

Resource 1094 - Aircraft Systems Facility : TG-7 Smoke
Stack

Flight Test / Tactical Test / NAS Operations Historic
District

St. Mary's County, Maryland

Sherry D. Freese

15 October 2004

MD SHPO

Resource 1094 - camera looking northeast

#2 of 2

NOVEMBER 05 12:11 PM '04

584215

MARYLAND HISTORICAL TRUST
~~SHORT FORM FOR INELIGIBLE PROPERTIES~~

Property Name: Building 1183: Ground Control Approach System

File with District SM-899

Address: Naval Air Station Patuxent River

City: Lexington Park

Zip Code: 20670

County: Saint Marys

USGS Quadrangle(s): Solomons Island

Tax Map Parcel Number(s): _____

Tax Map Number: _____

Project: Section 110 Compliance: Structures Built 1950-1965

Agency: United States of America, Dept. of the Navy

Agency Prepared By: LGGROUP, Inc.

Preparer's Name: Sherry DeFreece

Date Prepared: 12/28/2004

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: Flight Text/Tactical Test/NAS Ops. Historic Dist.

Inventory Number: SM-899

Eligible: X yes

Listed: yes

Description of Property and Justification: *(Please attach map and photo)*

Building 1183 is a ground control approach system, otherwise known as the PAX Turntable. It is located aboard NAS Patuxent River south of Taxiway C, north of where Runway 14 and Runway 24 intersect. Built in 1962, the approach system is a 10' by 20' rectangular steel casing on a lift support. The casing is lifted approximately 10' up from the ground; and the casing itself is about 10' high. It is oriented along a north-south axis on a circular concrete pad. At the south and north ends are steel staircases giving access to the system. At the northwest corner of the casing is a small rectangular tower extending 10' high. On the west side is a metal ventilating unit. The entire structure is painted for visibility with a red and white checker board pattern. The ground control approach is used to assist aircraft in their approach to landing.

Ground control approach systems are a common feature of many airports. Because Building 1183 did not play an integral role in the functions of NAS Patuxent River during the early Cold War period 1950-1965 and is infrastructural in nature, it is not considered a contributing element to the Flight Test/Tactical Test/NAS Operations Historic District (SM-899). Further, this resource does not meet the eligibility requirements for nomination to the NRHP under Criteria A, B, C, D, or Criterion Consideration G.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended

Eligibility not recommended X

MHT Comments:

Jonathan Sager
Reviewer, Office of Preservation Services

6/22/05
Date

n/g
Reviewer, National Register Program

Date

MARYLAND HISTORICAL TRUST
~~SHORT FORM FOR INELIGIBLE PROPERTIES~~

Property Name: Building 1338: Aircraft Rinse Facility

File with District SM-899

Address: Naval Air Station Patuxent River

City: Lexington Park

Zip Code: 20670

County: Saint Marys

USGS Quadrangle(s): Solomons Island

Tax Map Parcel Number(s): _____

Tax Map Number: _____

Project: Section 110 Compliance: Structures Built 1950-1965

Agency: United States of America, Dept. of the Navy

Agency Prepared By: LGGROUP, Inc.

Preparer's Name: Sherry DeFreece

Date Prepared: 12/28/2004

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: Flight Text/Tactical Test/NAS Ops. Historic Dist.

Inventory Number: SM-899

Eligible: X yes

Listed: _____ yes

Description of Property and Justification: *(Please attach map and photo)*

The Aircraft Rinse Facility (Building 1338) is located south of the east end of Taxiway A at NAS Patuxent River, and was built in 1965. The "wash rack" consists of a series of underground water pumps that propel detergent and water from under the surface of a concrete pad onto aircraft parked on the pad. This mechanism serves to reduce corrosion of the aircraft materials, thereby extending the service life of the aircraft. The technology for the Aircraft Rinse Facility was developed at NAS Patuxent River in 1965 by Lt. Robert Morris, and became common shortly thereafter ("Patuxent Officer's 'Plane Wash' Idea Proves Effective Against Plane Corrosion", The Tester, May 28, 1965:1, 8; "The Three-Minute Plane Wash", The Tester, October 23, 1964:8).

Building 1338 underwent extensive repairs ca. 1986, removing much of the original materials (NAS Public Works Department 1987). Because Building 1338 did not play an integral role in the functions of NAS Patuxent River during the early Cold War period 1950-1965 and has not retained its integrity, it is not recommended eligible for the NRHP and is not considered a contributing element to the Flight Test/Tactical Test/NAS Operations Historic District (SM-899).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended X

MHT Comments:

Jonathan Sage
Reviewer, Office of Preservation Services

6/22/05
Date

n/a
Reviewer, National Register Program

Date



SM-899

Resource 1338 - Aircraft Rinse Facility

Flight Test / Tactical Test / NAS Operations Historic District

St. Mary's County, Maryland

Daria Gasparini

15 October 2004

MD SHPO

Resource 1338 - looking south

#1 of 1 (5x7)

656 -NNN 80- 11< >

MARYLAND HISTORICAL TRUST
~~SHORT FORM FOR INELIGIBLE PROPERTIES~~

Property Name: Building 2463: Aircraft Parking Apron

File with District SM-899

Address: Naval Air Station Patuxent River

City: Lexington Park

Zip Code: 20670

County: Saint Marys

USGS Quadrangle(s): Solomons Island

Tax Map Parcel Number(s): _____

Tax Map Number: _____

Project: Section 110 Compliance: Structures Built 1950-1965

Agency: United States of America, Dept. of the Navy

Agency Prepared By: LGGROUP, Inc.

Preparer's Name: Sherry DeFreece

Date Prepared: 12/28/2004

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: Flight Test/Tactical Test/NAS Ops. Historic Dist.

Inventory Number: SM-899

Eligible: X yes

Listed: _____ yes

Description of Property and Justification: *(Please attach map and photo)*

Building 2463 is an aircraft parking apron located southeast of the TC-7 Complex (Building 161) aboard NAS Patuxent River. Built in 1954, it serves as an aircraft access apron for the TC-7 Complex. It consists of a concrete pad with expansion joints.

Because Building 2463 did not play an integral role in the functions of NAS Patuxent River during the early Cold War period 1950-1965 and is infrastructural in nature, it is not considered a contributing element to the Flight Test/Tactical Test/NAS Operations Historic District (SM-899). Further, this resource does not meet the eligibility requirements for nomination to the NRHP under Criteria A, B, C, D, or Criterion Consideration G.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended X

MHT Comments:

Jonathan Sags
Reviewer, Office of Preservation Services

6/22/05
Date

n/a
Reviewer, National Register Program

Date



SM-899

Resource 2463 - Aircraft Parking Apron

Flight Test / Tactical Test / NAS Operations Historic
District

St. Mary's County, MD

Sherry DeFreece

15 October 2004

MD SHPO

Resource 2463 - Camera looking northwest

#1 of 2

November 24 10:13:12 1211 1-2

586213



SM-899

Resource 2463 - Aircraft Parking Apron

Flight Test / Tactical Test / NAS Operations Historic
District

St. Mary's County, MD

Sherry DeFreece

15 October 2004

MD SHPO

Resource 2463 - camera looking northeast

2 of 2

November 24 10:13:12 1211 1

586217